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No. 11,984

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HONGKONG, SATURDAY, JUNE 15, 1901.

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NOTICE.

WE, the Undersigned, have this day been
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BANKING CORPORATION, Singapore, and
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ceiving and/or Cashing Singapore Notes of the
denomination of \$50.
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HONGKONG & SHANGHAI BANKING CORP.,
T. JACKSON,
Chief Manager.
Hongkong, May 29, 1901. 1103

NOTICE.

TENDERS are hereby Called for the
erection of BRICK SHOPS at
JESSELTON for the NORTH Borneo
Government, particulars of which may be
seen at the Office of Messrs. GIBB, LIVING-
STON & CO., Agents.
Hongkong, February 18, 1901. 349

NOTICE.

THE Interest and Responsibility of Mr.
FREDERICK EDWARD RICH-
ARDS in our Firm at this Port, Colombo,
and London ceased by mutual consent on
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Hongkong, May 29, 1901. 1154

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TWO very spacious and well ventilated
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Apply to
TANG LAP TING,
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Hongkong, March 20, 1901. 634

TO LET.

TWO ROOMS GROUND FLOOR,
BELLIS TERRACE, No. 6,
with Dependencies.
Apply to
J. ULLMANN & Co.,
74, Queen's Road Central.
Hongkong, May 31, 1901. 1107

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Upper Floors for Dry Goods. Nos.
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A HOUSE in RIFON TERRACE,
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THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, May 1, 1901. 570

TO LET.

POSSESSION April 1st.
1, STEWART TERRACE.
Apply to J. W. NOBLE.
Hongkong, March 6, 1901. 510

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HARRISON'S ESTATE & FINANCE Co., Ltd.,
Hongkong, January 20, 1901. 207

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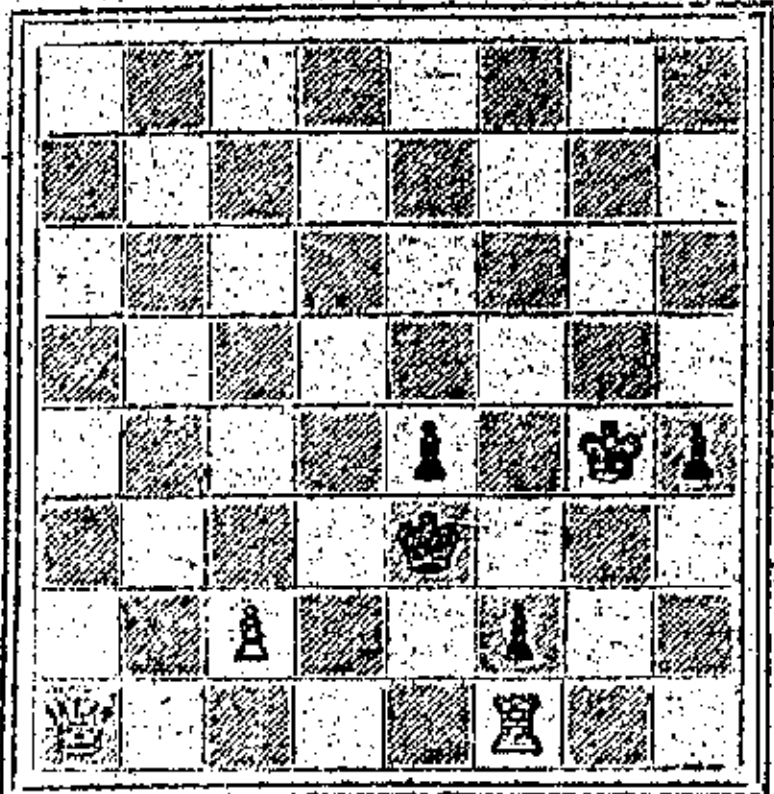
15, Queen's Road,
Hongkong, June 11, 1901.

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CHESS COLUMN.

CONDUCTED BY 'BLACK BISHOP.'
Communications should be addressed to 'Chess,' CHINA MAIL OFFICE.
Original Problems should be accompanied by Solution and Analysis.
The Hongkong Chess Club meets every Monday, Wednesday and Thursday, from four till half-past seven p.m., at the Public Library, 18, Bank Buildings.

Problem No. 2.
Black (4 pieces).



White (4 pieces).

White to play and mate in three moves.

Solution to Problem No. 20 by W. H. Gundry:

1 Q-Q4, any move; 2 Q-Q, B, or K, mates.
Correct solutions from S. W., C. R. T. and G. C. C.

I regret to say that No. 19 was published as a two-mover, whereas in reality, it was a three-mover. My apologies to solvers.

'Yes,' said the old farmer, after hearing the story of Rio van Winkle, 'it was a wonderful thing to remain motionless all that time. I suppose he was on a game of chess.'

In the great correspondence match, North v. South of England, the score at the end of the 17th completed game, was in favour of the South by 42 points to 34.

In America, the entry list for the Twentieth Century Correspondence Tourney finally closed with 175 names—the list including 13 doctors, 11 merchants, 10 lawyers, 3 college professors, 8 ministers of religion, and 6 journalists.

Good progress is being made in the Championship tourney at the Singapore Chess Club.

The lenders are Messrs. Chittenden, McIntyre and P. A. Reutens, the champion (Mr. W. Craig) being nowhere.

It was sagely remarked in the Field that the absence from the Monte Carlo tournament of Dr. Lasker and Mr. Pillsbury contributed to the success of Mr. Janowski. Thereupon the Birmingham Gazette pointed out that if the train of thought were pursued it would be found that, in the absence of all the players, Dillard, who scored one draw and no win, would have been the actual top scorer. 'Marvellous thing, inductive reasoning, is it not?—It may now be accepted, as an admitted fact, that the absence of stronger players "contributes to the success" of weaker.'

I have always held that the acceptance of odds prevents chess from being a serious game, developing into a good chess game. Odds-giving may be all right in competitions, because it is necessary, to stimulate interest in a chess club with a small membership, to endeavour to place all the players on an equal footing (as near as may be), but where play is indulged in for recreation and amusement solely the learner will find it to his advantage to refuse odds.

Mr. C. H. Pratt has been writing on this subject in the American Chess World. He argues that 'for the sake of the rising generation of chess players, the offer and the acceptance of odds should be discouraged in every possible way. The lure is induced to believe that his main concern is with the winning of games, and hence he is tempted to play with the sole object of reducing the losses by every possible expedient. The odds-giver can rest at such strategy only by resorting to chess engines, and by adopting other than the conventional lines of play. The consequence is that the weaker player does not "advance a particle" in the most important direction—that of the study of the principles of chess. For this and for other reasons Mr. Pratt recommends that all students who wish to play properly should, on all occasions possible, refuse the acceptance of any odds.'

The impression prevails that the Q. P. L. opening is dull and uninteresting. Let those who wish to run over the following games, to which the title "For the Sport" has been given:—The first was played in a Correspondence Tourney in Russia some time ago between M. B. Kojalovitch (White) and M. N. Chlodovsky (Black); the second in the Minor Tournament at Munich last year between Hor. D. Krich (White) and Dr. Trimbom (Black). The two games together will be found to supply a short illustrative analysis of the P-Q4 attack in this opening. Curiously enough, the attack in each case begins at the fourth move. (The scores only are from the December number of the British Chess Magazine.)

QUEEN'S GAMBIT DECLINED.
White. Black.
1 P to Q4. P to Q4.
2 P to Q4. P to Q4.
3 K to B3. K to B3.
4 B to K6. B to K6.
5 P to K3. Castles.

GAME 2.
6 K to B3. Q to Q3.
7 B to Q3. P to Q3.
8 P to Q4. K to K6.
9 B to K6. K to K6.
10 P to K3. Q to Q3.
11 B to K6. K to K6.
12 K to K5. K to K5.
13 Q to R5. K to K5.
14 Q to R5. K to K5.
15 K to K6. P to K3.
16 P to K3. P to K3.
17 P to K3. P to K3.
And Dr. Trimbom resigned.

GAME 3.
18 B to Q3. P to Q3.
19 B to Q3. P to Q3.
20 P to Q4. K to K6.
21 B to K6. K to K6.
22 K to K5. K to K5.
23 Q to R5. K to K5.
24 Q to R5. K to K5.
25 K to K6. P to K3.
26 P to K3. P to K3.
27 P to K3. P to K3.
And Dr. Trimbom resigned.

(a) Not so advisable as 8. P to Q. K. 8, to be followed by 7. B to K1. 2.
(b) The idea is taken, we believe, from a successful form of attack in the French. White takes advantage of his opponent's cramped position, and by a series of moves, pushes his ships, so to speak, and makes a dash on the royal banner.
(c) Preparatory to relieving the congestion by... P to K4, but White allows no time for such a move simply.
(d) 11. K to B3 is no better, for then would come 12 B to B2, threatening Q to Q3 and P to R5, against which there is no defence.
(e) Immediately fatal. If instead, 12... K to R5 (best), then 13 K to K4, 14 Q to R5, 15 Q to R5, 16 Q to R5, 17 Q to R5, 18 Q to R5, 19 Q to R5, 20 Q to R5, 21 Q to R5, 22 Q to R5, 23 Q to R5, 24 Q to R5, 25 Q to R5, 26 Q to R5, 27 Q to R5, 28 Q to R5, 29 Q to R5, 30 Q to R5, 31 Q to R5, 32 Q to R5, 33 Q to R5, 34 Q to R5, 35 Q to R5, 36 Q to R5, 37 Q to R5, 38 Q to R5, 39 Q to R5, 40 Q to R5, 41 Q to R5, 42 Q to R5, 43 Q to R5, 44 Q to R5, 45 Q to R5, 46 Q to R5, 47 Q to R5, 48 Q to R5, 49 Q to R5, 50 Q to R5, 51 Q to R5, 52 Q to R5, 53 Q to R5, 54 Q to R5, 55 Q to R5, 56 Q to R5, 57 Q to R5, 58 Q to R5, 59 Q to R5, 60 Q to R5, 61 Q to R5, 62 Q to R5, 63 Q to R5, 64 Q to R5, 65 Q to R5, 66 Q to R5, 67 Q to R5, 68 Q to R5, 69 Q to R5, 70 Q to R5, 71 Q to R5, 72 Q to R5, 73 Q to R5, 74 Q to R5, 75 Q to R5, 76 Q to R5, 77 Q to R5, 78 Q to R5, 79 Q to R5, 80 Q to R5, 81 Q to R5, 82 Q to R5, 83 Q to R5, 84 Q to R5, 85 Q to R5, 86 Q to R5, 87 Q to R5, 88 Q to R5, 89 Q to R5, 90 Q to R5, 91 Q to R5, 92 Q to R5, 93 Q to R5, 94 Q to R5, 95 Q to R5, 96 Q to R5, 97 Q to R5, 98 Q to R5, 99 Q to R5, 100 Q to R5, 101 Q to R5, 102 Q to R5, 103 Q to R5, 104 Q to R5, 105 Q to R5, 106 Q to R5, 107 Q to R5, 108 Q to R5, 109 Q to R5, 110 Q to R5, 111 Q to R5, 112 Q to R5, 113 Q to R5, 114 Q to R5, 115 Q to R5, 116 Q to R5, 117 Q to R5, 118 Q to R5, 119 Q to R5, 120 Q to R5, 121 Q to R5, 122 Q to R5, 123 Q to R5, 124 Q to R5, 125 Q to R5, 126 Q to R5, 127 Q to R5, 128 Q to R5, 129 Q to R5, 130 Q to R5, 131 Q to R5, 132 Q to R5, 133 Q to R5, 134 Q to R5, 135 Q to R5, 136 Q to R5, 137 Q to R5, 138 Q to R5, 139 Q to R5, 140 Q to R5, 141 Q to R5, 142 Q to R5, 143 Q to R5, 144 Q to R5, 145 Q to R5, 146 Q to R5, 147 Q to R5, 148 Q to R5, 149 Q to R5, 150 Q to R5, 151 Q to R5, 152 Q to R5, 153 Q to R5, 154 Q to R5, 155 Q to R5, 156 Q to R5, 157 Q to R5, 158 Q to R5, 159 Q to R5, 160 Q to R5, 161 Q to R5, 162 Q to R5, 163 Q to R5, 164 Q to R5, 165 Q to R5, 166 Q to R5, 167 Q to R5, 168 Q to R5, 169 Q to R5, 170 Q to R5, 171 Q to R5, 172 Q to R5, 173 Q to R5, 174 Q to R5, 175 Q to R5, 176 Q to R5, 177 Q to R5, 178 Q to R5, 179 Q to R5, 180 Q to R5, 181 Q to R5, 182 Q to R5, 183 Q to R5, 184 Q to R5, 185 Q to R5, 186 Q to R5, 187 Q to R5, 188 Q to R5, 189 Q to R5, 190 Q to R5, 191 Q to R5, 192 Q to R5, 193 Q to R5, 194 Q to R5, 195 Q to R5, 196 Q to R5, 197 Q to R5, 198 Q to R5, 199 Q to R5, 200 Q to R5, 201 Q to R5, 202 Q to R5, 203 Q to R5, 204 Q to R5, 205 Q to R5, 206 Q to R5, 207 Q to R5, 208 Q to R5, 209 Q to R5, 210 Q to R5, 211 Q to R5, 212 Q to R5, 213 Q to R5, 214 Q to R5, 215 Q to R5, 216 Q to R5, 217 Q to R5, 218 Q to R5, 219 Q to R5, 220 Q to R5, 221 Q to R5, 222 Q to R5, 223 Q to R5, 224 Q to R5, 225 Q to R5, 226 Q to R5, 227 Q to R5, 228 Q to R5, 229 Q to R5, 230 Q to R5, 231 Q to R5, 232 Q to R5, 233 Q to R5, 234 Q to R5, 235 Q to R5, 236 Q to R5, 237 Q to R5, 238 Q to R5, 239 Q to R5, 240 Q to R5, 241 Q to R5, 242 Q to R5, 243 Q to R5, 244 Q to R5, 245 Q to R5, 246 Q to R5, 247 Q to R5, 248 Q to R5, 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JOKES OF ROYALTY.

The German Emperor has one of the most costly wardrobes of any man in Europe. His Imperial Majesty spends 2800 a year in boots alone, and buys every pair from a certain firm in Oxford-st. 'You ought to give your own country a chance,' laughingly said our new King, to his Imperial nephew during a recent visit to England. 'Well,' replied the Kaiser, 'Germany certainly supports me in most things, but as regards boots, I always go for English supporters. English-made boots are so easy to walk in.' 'Yes, I agree with you, said the King, somewhat hesitantly, 'and if there should chance to be a revolution at any time in Germany, English boots will enable you to travel speedily to the country in which they were made.' 'This was in the nature of a "knock" for the Kaiser, who at times is apt to be little the country which has invariably treated him so kindly. The Kaiser also goes in strongly for English carpets, and all the Royal Palaces in Germany are "Kiddermustered" in almost every room. When the Duke of Cambridge was staying with the Kaiser some months ago, he remarked upon this, and said, 'We English ought to feel flattered, your Majesty, seeing that you think so highly of English manufactures. Well, English carpets can't be "boston" anywhere, I am sure! 'Ahl Duke,' replied the Emperor, laughing, somewhat exultingly, 'whenever I put my foot upon an English carpet, I say to myself, "Germany, Germany, Germany!"'

Closely to where the Duke of Cambridge was standing stood a large easy chair upon which was placed a magnificent cushion, and unobserved across it, in all, were the words: 'German Empire.' 'Your Majesty,' said the Duke very quietly, as he plumped himself down on the cushion, 'you, as representing Germany, have just stamped under foot English trade. Allow me, as representing the Queen of England, to sit upon the "German Empire." The Emperor of Austria has for years paid several hundreds of pounds per annum to a well-known firm of London tailors for his clothes. His Majesty, however, will never pay more than 10s. for an "every-day" suit of clothes, and nearly always goes in for grey. 'An English suit of clothes, like an Englishman, is never done,' said the Emperor once to Lord Salisbury. 'Your Majesty is perfectly right,' replied the Prime Minister, 'very gravely; "a good suit of clothes is never done," but the poor tailor offers it.'

'It is not generally known that the present Shah of Persia purchases many of his magnificent Oriental robes from this country. Such is the case, however. All through his despatch Majesty is most extravagant as regards outward raiment, he is far from being extravagant or particular as regards his under attire. When he was recently in Paris an enterprising firm of silvers, having to transmute his Majesty to transmute some of their special goods, sent him a present five dozen of their finest and most costly shirts. When these were presented to the Shah he remarked, 'Ahl! Very pretty, very pretty. But I brought one from Persia!'

A New Rule forbids any but distinguished visitors accompanied by a diplomat gaining access of the Sultan of Turkey. The old boy is going to head off the duns somehow.

Little Freddie: 'Pleese, Mr. papa wants a bottle of liniment, and mamma wants a bottle of liniment, and I want a bottle of liniment.' 'All right, What's wrong?' Freddie: 'Mamma hit papa with the sugar-bowl.'

Ar Irishman was wheeling a heavy barrel up a street the other day. 'Mike, what have you got in that barrel?' someone called out to him. 'For my own use,' replied Mike. 'I hardly know myself, for it has "whisky" on one side and "Pat Duffy" on the other.'

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.THE OVERLAND RAILWAYS
AND ATLANTIC AND OTHER CONNECTING STEAMERS:
Via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.		
PERU	TUESDAY, 18th June, at Noon.	
CITY OF PEKING	THURSDAY, 27th June, at Noon.	
CHINA	SATURDAY, 13th July, at Noon.	
CHINA	TUESDAY, 23rd July, at Noon.	
CHINA	TUESDAY, 6th August, at Noon.	
DORIC	THURSDAY, 16th Aug., at Noon.	

THE P. M. Company's Steamship PERU will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU, on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Pacific, Union Pacific, Denver and Rio Grande and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND, CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special Rates (First Class only) are granted to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage. Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full, value of same required. Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, June 8, 1901. GEO. ECKLEY, Acting Agent. 980

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, GENEVA, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Nienburg, Capt. Mayer, 25th June, Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Sandia, Capt. Schmidt, 12th July, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Wuerzburg, Capt. Schuebler, 26th July, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Actia, Capt. Dierken, 6th August, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Queen's Building, No. 1.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHERN PORTS TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Sailing Dates.

SACHSEN, THURSDAY, 27th June, 11th July.

KIAUSCHOU (HAMBURG-AMERIKA LINIE) THURSDAY, 27th July.

BAYERN, THURSDAY, 27th July.

STUTTGART, THURSDAY, 27th July.

KONIG ALBERT, THURSDAY, 27th July.

PRINZESS IRENE, THURSDAY, 27th July.

PRINZ HEINRICH, THURSDAY, 27th July.

PREUSSEN, THURSDAY, 27th July.

HAMBURG (HAMBURG-AMERIKA LINIE) THURSDAY, 27th July.

SACHSEN, THURSDAY, 27th July.

KIAUSCHOU (HAMBURG-AMERIKA LINIE) THURSDAY, 27th July.

BAYERN, THURSDAY, 27th July.

STUTTGART, THURSDAY, 27th July.

KONIG ALBERT, THURSDAY, 27th July.

PRINZESS IRENE, THURSDAY, 27th July.

PRINZ HEINRICH, THURSDAY, 27th July.

PREUSSEN, THURSDAY, 27th July.

HAMBURG (HAMBURG-AMERIKA LINIE) THURSDAY, 27th July.

SACHSEN, THURSDAY, 27th July.

KIAUSCHOU (HAMBURG-AMERIKA LINIE) THURSDAY, 27th July.

BAYERN, THURSDAY, 27th July.

STUTTGART, THURSDAY, 27th July.

KONIG ALBERT, THURSDAY, 27th July.

PRINZESS IRENE, THURSDAY, 27th July.

PRINZ HEINRICH, THURSDAY, 27th July.

PREUSSEN, THURSDAY, 27th July.

HAMBURG (HAMBURG-AMERIKA LINIE) THURSDAY, 27th July.

SACHSEN, THURSDAY, 27th July.

KIAUSCHOU (HAMBURG-AMERIKA LINIE) THURSDAY, 27th July.

BAYERN, THURSDAY, 27th July.

STUTTGART, THURSDAY, 27th July.

KONIG ALBERT, THURSDAY, 27th July.

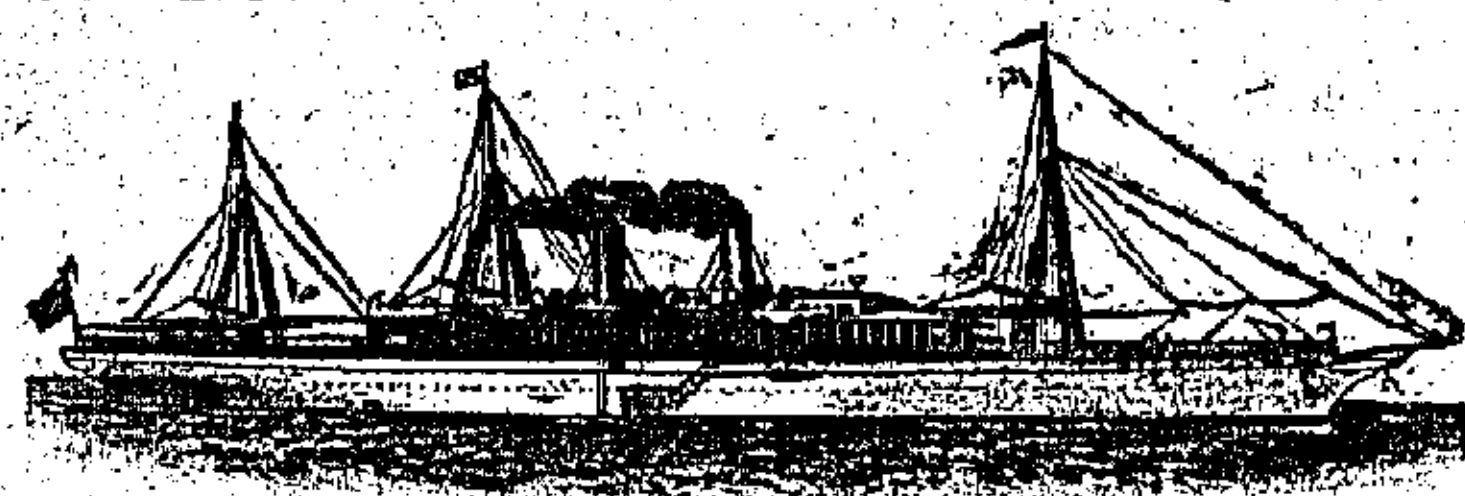
PRINZESS IRENE, THURSDAY, 27th July.

PRINZ HEINRICH, THURSDAY, 27th July.

PREUSSEN, THURSDAY, 27th July.

HAMBURG (HAMBURG-AMERIKA LINIE) THURSDAY, 27th July.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
Via CANADA AND THE UNITED STATES.
(Callings at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
(Subject to Alteration.)

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL, LIMITED, TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 160 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points AND AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service. The Company's Extra Steamers "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" 3,892 Tons, Comdr. H. Mowat, SATURDAY, June 15, Daylight
"TARTAR" 4,425 Tons, Comdr. G. D. Bowles, MONDAY, July 10, Daylight
(Calling at MOI, KOBÉ AND YOKOHAMA.)

Taking Cargo and Passengers for all points in CANADA AND UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
PRINCE STREET, 1112

Hongkong, June 6, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
Duke of York	3821	J. S. Cox	June 28
Olympic	3837	J. Trubridge	July 16

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £2.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £28.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Direct Car is attached to trans-continental train daily and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £25.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to
Dodwell & Co., Limited, General Agents.
Hongkong, June 7, 1901. 422

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM GLASGOW AND LIVERPOOL TO LONDON, 20th June.

GLASGOW AND LIVERPOOL TO PELEWS, 25th June.

HOMEWARDS.

FROM LONDON TO GLASGOW AND LIVERPOOL, 25th June.

LONDON TO PELEWS, 15th July.

LONDON TO ATLANTIC, 23rd July.

LIVERPOOL Direct, GLAUCUS, 15th July.

(Taking Cargo at London Rates).

S. S. "GLAUCUS," from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI on 16th Inst.

S. S. "ALONGUS," from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI and JAPAN, on 17th Inst.

For Freight, apply to

HONGKONG, June 15, 1901. BUTTERFIELD & SWIRE, Agents, G. S. S. Co.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Destinations, Sailing Dates.

KAGOSHIMA MARU, MOI, KOBÉ & YOKOHAMA, TUESDAY, 18th

K. Kori, June, at Noon.

YAWATA MARU, NAGASAKI, KOBÉ & YOKOHAMA, FRIDAY, 21st

A. E. Moses, June, at Noon.

MIKE MARU, BOMBAY, Via SINGAPORE and COLOMBO, FRIDAY, 21st

M. Yogi, June, at Noon.

SADO MARU, KOBÉ & YOKOHAMA, FRIDAY, 21st

W. Thompson, June, at Daylight.

RIOJUN MARU, VICTORIA, B.C. and SEATTLE, MONDAY, 24th

H. Oyo, June, at 4 p.m.

ROSETTA MARU, SYDNEY & MELBOURNE, Via FRIDAY, 28th

N. A. A. Via SHANGHAI, MOI, KOBÉ and YOKOHAMA, June, at 4 p.m.

HITACHI MARU, MANILA, THURSDAY ISLAND, FRIDAY, 28th

G. Anderson, June, at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Queen Road.

A. S. Mihara, Manager.

Hongkong, June 14, 1901. 770

HONGKONG MARKET PRICES.

Corrected to Friday, June 14, 1901.

At 1,000 Cash per Dollar Mexican.

PRICE.	HIGHEST.	LOWEST.	CASH.	CHINESE NAMES.
Butcher Meat.				
Beef sirloin & prime cut	180	—	—	尾龍扒
" Corned	140	—	—	鹹牛肉
" Roast	160	—	—	燒牛肉
" Soup	120	—	—	湯肉
" Steak	160	—	—	牛肉
" Sausages	160	140	—	牛肉腸
Bullock's Brains	80	—	—	牛腦
" Tongue fresh	500	—	—	牛舌
" " corned	550	—	—	鹹牛舌
" Head	600	—	—	牛頭
" Heart	1b. 90	80	—	牛心
" Hump, Salt	130	—	—	牛肩
" Feet	each 70	60	—	牛脚
" Kidneys	70	—	—	牛腰
" Tail	1b. 150	—	—	牛尾
" Liver	1b. 120	—	—	牛肝
" Tripe (undressed)	70	60	—	牛肚
Calves' Head and Feet	set 700	—	—	牛仔頭脚
Mutton Chop	300	—	—	羊排
" Leg	300	—	—	羊腿
" Shoulder	240	—	—	羊手
Pigs' Chillings	70	60	—	豬腩
" Feet	110	90	—	豬脚
" Fry	100	80	—	豬雜
" Head	100	80	—	豬頭
" Heart	each 70	60	—	豬心
" Kidneys	pair 120	100	—	豬腰
" Liver	1b. 200	—	—	豬肝
Pork Chop	1b. 170	160	—	豬腩
" Corned	170	150	—	鹹豬肉
" Lard	180	160	—	豬油
" Fat or Lard	180	160	—	豬油
Sheeps' Head and Feet	set 500	450	—	羊頭脚
" Heart	each 60	50	—	羊心
" Kidneys	100	90	—	羊腰
" Liver	1b. 240	—	—	羊肝
Sucking Pigs, To Order	catty 350	300	—	豬仔
Suet, Beef	1b. 160	—	—	牛油
" Mutton	240	—	—	牛油
Veal	150	140	—	牛油
" Sausages	250	150	—	牛油

Poultry.

Chicken	catty 30	—	鷄仔
Capons, Large, Small	400	340	鷄
Ducks	270	—	鴨
Doves	each 160	—	斑鳩
Eggs, Hen	per 100 \$1.30	—	雞蛋
Fowls, Canton	catty 380	—	雞
" Hainan	340	—	海南雞
Geese	250	—	鵝
Geese, Wild Shai	pair 8	—	上海野鵝
Musk Deer	each 8	—	黃麝
Hare	each	—	兔仔
Pigeons, Canton	280	—	白鴿
" Hedlow	220	—	海口白鴿
Quail	each 200	—	鵪鶉
Rice Birds	dozen	—	禾花雀
Snipe	each	—	沙雞
Turkeys, Cock	catty 750	—	火雞公
" Hen	500	—	火雞母
Wild Ducks	pair 8	—	上海水鴨
Teal	each	—	水鴨仔

Fish.

Barbel, catty	400	—	加魚
Bream,	130	—	鯉魚
Canton Fresh Water Fish, catty	130	—	海魚
Carp,	160	—	鯉魚
Catfish,	70	—	赤魚
Codfish,	220	—	鱈魚
Crabs,	200	—	蟹
Cuttle Fish,	120	—	墨魚
Dab,	110	100	魚
Dace,	140	—	黃尾鱈
Dog Fish,	90	—	海狗
Eels, Conger,	140	—	海蛇
" Fresh water,	240	—	淡水鱈
Eels, Yellow,	130	—	黃鱈
Fresh Fish, Large,	280	—	田雞
Frog,	140	—	石斑
Garoupa,	110	—	白鮫
Gudgeon,	140	—	白鮫
Herrings,	160	—	黃花魚
Halibut,	150	140	烏魚
Labrus,	150	140	龍蝦
Loach,	240	—	龍蝦
Lobsters,	180	—	龍蝦
Mullet,	120	—	龍蝦
Milk crab,	200	—	龍蝦
Mouk Fish,	130	—	龍蝦
Mullet,	220	—	龍蝦
Oysters,	140	—	龍蝦
Parrot fish,	110	—	龍蝦
Perch,	100	—	龍蝦
Pike,	150	—	龍蝦
Plaice,	150	—	龍蝦

